

HST Station Development Policies

The Authority is proposing to build a high-speed train system to provide intercity and interregional mobility to the California residents that will inhabit the state in 2020 and for decades thereafter. For the high-speed train to be more useful and yield the most benefit, it is important that the stations be placed where there will be a high density of population, jobs, commercial activities, entertainment and other activities that generate personal trips. The success of HST is highly dependent on land use patterns that also reduce urban sprawl, reduce conversion of farm land to development, reduce vehicle miles traveled by automobiles, and encourage high-density development in and around the HST station.

As part of the statewide program EIR/EIS process preferred HST station locations have been selected, and as part of the Bay Area to Central Valley Program EIR/EIS process, preferred HST station locations have been identified. HST station locations were selected based in part on their ability to provide linkage with local and regional transit, airports, and highways – each station would be a multi-modal transportation hub. Most of the potential stations identified for further evaluation are located in the heart of or near the downtown/central city areas of California's major cities. By eliminating potential *greenfield* sites¹, the Authority has selected a proposed HST system that meets the objectives of minimizing potential impacts on the environment and maximizing connectivity with other modes.

The Authority's objectives for station location and development around stations are similar to those who advocate for more transit-oriented development and higher density urban cores around the train station. This offers an opportunity for the Authority to work cooperatively with local governments, environmental and public interest groups, developers and others to pursue these common development objectives.

In pursuing a profitable and successful HST system, the Authority will utilize its resources, both financial and otherwise, to encourage the characteristics listed below for land use development in and around its station. The Authority recognizes that the actual land use decisions will be made by local communities and the real estate market. HST stations, by their nature will be the most effective and powerful tool to create the market conditions that attract basic sector jobs to the station areas and will encourage the following development patterns:

- Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density.
- A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community.
- A grid street pattern and compact pedestrian-oriented design that promotes a walking, bicycle and transit access with streetscapes that include landscaping, small parks, and pedestrian spaces.
- Context-sensitive building design that considers the continuity of the building sizes and that coordinates the street-level and upper-level architectural detailing, roof forms, and

¹ Sites in rural areas with very limited or no existing infrastructure.

the rhythm of windows and doors should be provided. New buildings should be designed in relation to public spaces, such as streets, plazas, other open space areas, and public parking structures.

- Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit and bicycle access and walkability. Sufficient train passenger parking would be essential to the system viability, but this should, as appropriate, be offered at market rates (not free) to encourage the use of access by transit and other modes.